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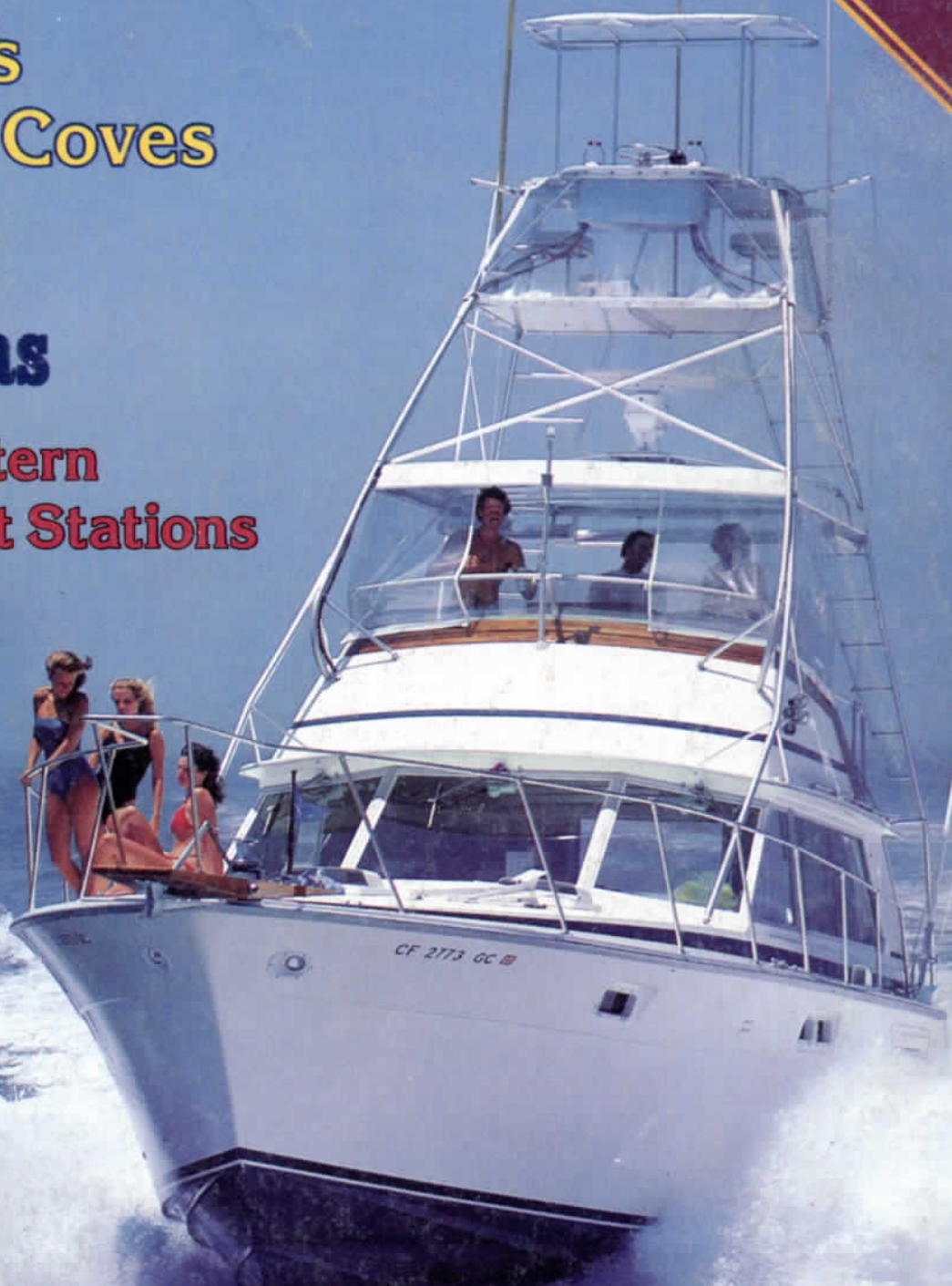
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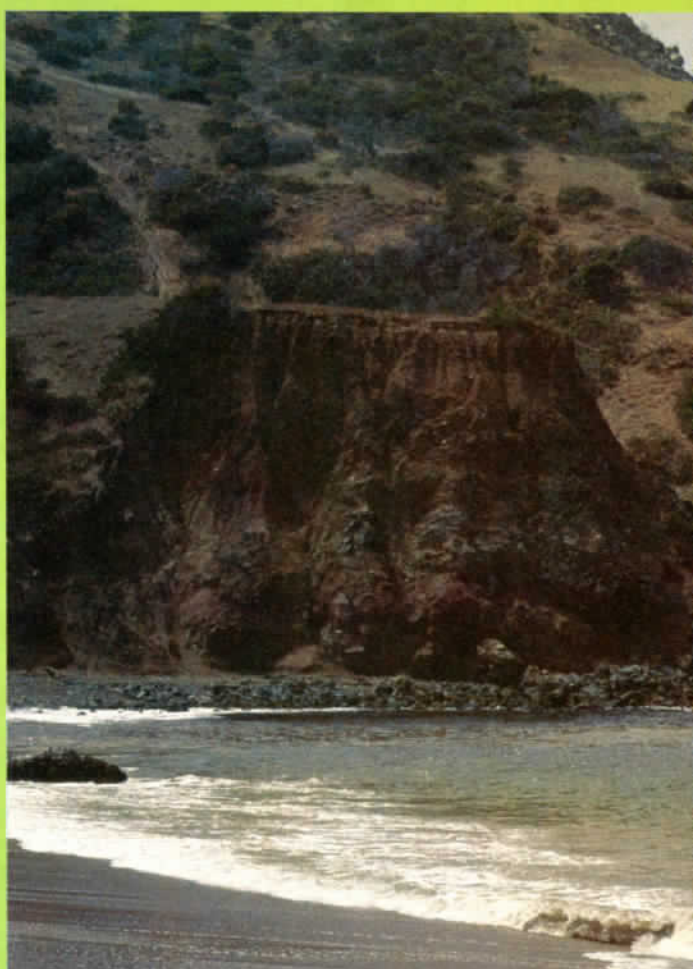
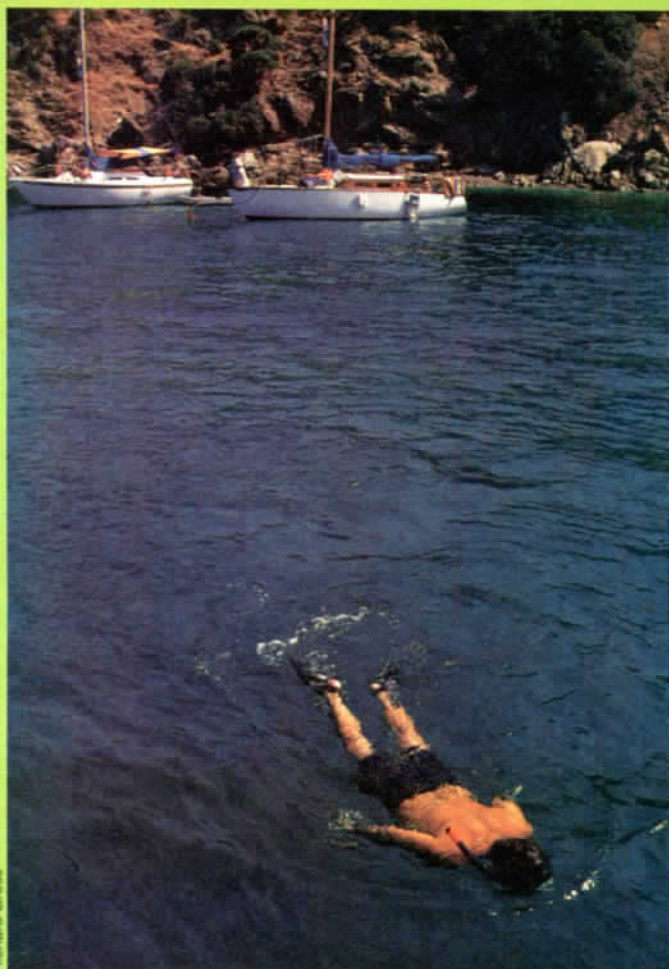
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**Catalina's
Hidden Coves**

**Cruising:
Honduras**

**Listed: Western
Pump-Out Stations**





Richard Gross

Stay wet and snorkel in any of the coves, or stay (relatively) dry and go ashore at Parsons for some terrific hiking adventures.

Four Favorite Catalina Island Anchorages

Afternoon Delights

by Elyse Mintey

Off-season weekend or picnic cruising at Catalina Island is a Southern California boatman's most complete distraction. For the resident cruiser, the breathlessness of the summer populace is less than therapeutic, so he frequents out-of-the-way anchorages. If you haven't discovered your own, consider Parsons Landing, Ripper's Cove, Goat Harbor and Willow Cove. They are all on the lee side and require a bit of local knowledge, including sensitivity to the weather, which has now begun to change.

To successfully disappear on a Friday afternoon, set a course for your chosen niche and throttle up. Two hours' running from Newport Beach or San Pedro, three from Redondo Beach or Marina del Rey,

puts you close to the island by dusk. Three of these coves are near Long Point, the other is beyond Arrow Point and each should have room for at least five boats. A late arrival should not pose a problem because the guys already there generally know what they're doing; they'll have anchorlights burning and will have given themselves plenty of scope.

Because these scattered bights are remote (none have permanent encampments or readily available shore communications) they aren't to be treated casually. They aren't mill pond still but they are beautiful and the boating public is allowed ashore with a landing card, payment of day-use or overnight camping fees and fire permits. The challenge of self-sufficiency

and the peacefulness of being the only boat anchored at dawn in one of these havens are more than enough to encourage development of the skills necessary for their safe enjoyment.

You need to know the ways of the San Pedro Channel; be able to navigate almost 30 miles of open ocean and, at the island, expect haze, overcast skies and puffy air at headlands and canyons. You need to know the island, how to read silhouettes (the points are distinctive to a practiced eye with an accurate dead reckoning plot), what the westerly is doing, where to go if your cove becomes untenable. You need to know your cove, whether or not two anchors are needed, what the current is doing, how the tide will set you through the



Elyse Minney



Elyse Minney



Richard Gross

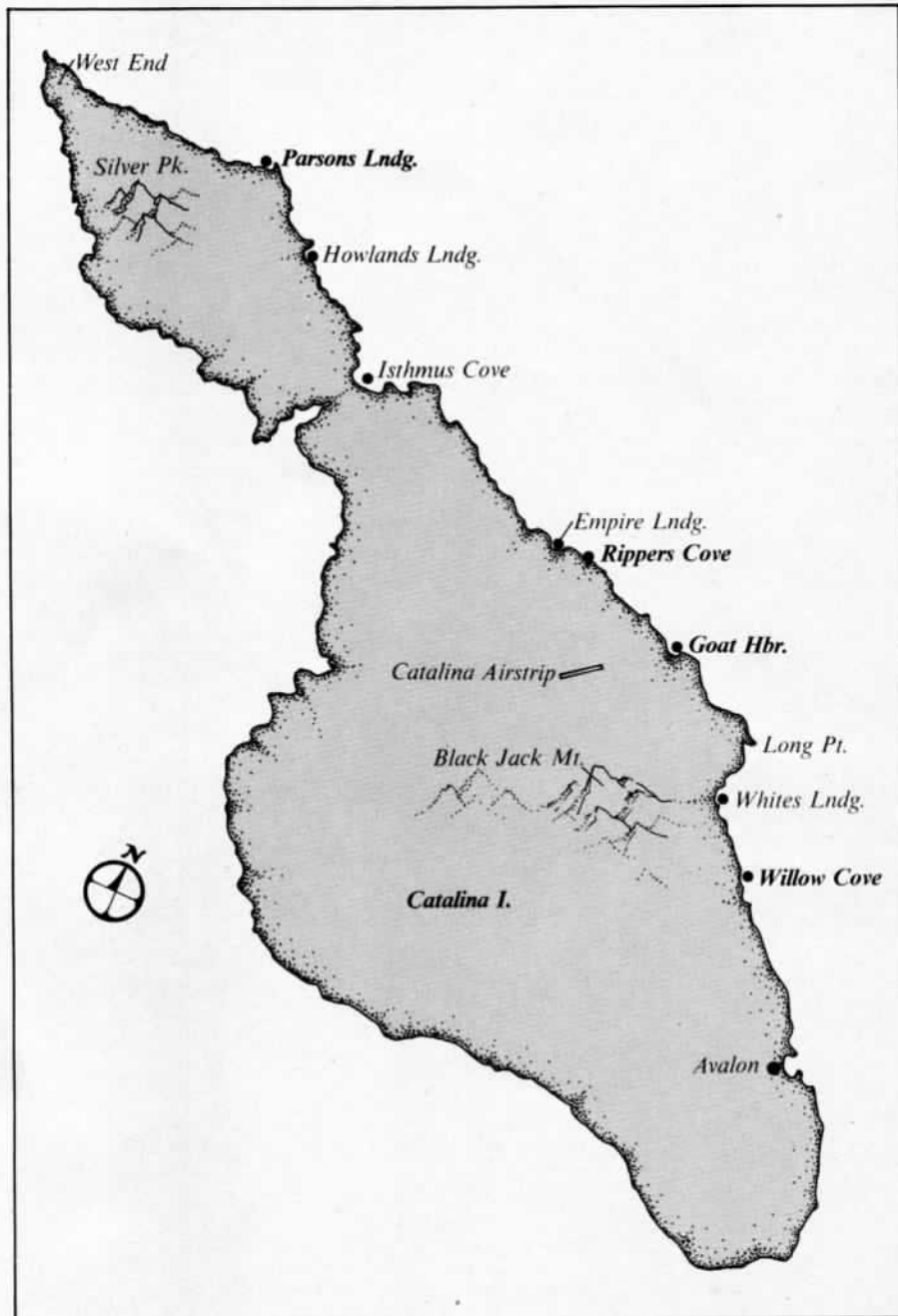
The island is rather precipitous on the lee side, but it provides some nice niches like Goat Harbor (left).

evening, what to prepare for when the wind comes up in the afternoon and what it means when the wind is blowing in the morning.

Paramount are the ounces of prevention and preparation put into each afternoon spent in pursuit of escape at Catalina. Although this is a frequently benign coast

beds and the other on shore. Low tide makes life a little lumpy and the sand stirred up by currents will show, but it is a clean-swept cove. Charts indicate three to five fathoms throughout.

Landing may be accomplished at the sandy beach or in the rocky indentation behind the buoys. Doing it with an inflat-



to cruise, comfort depends upon the crew's ability to cope. Think ahead and enjoy.

Parsons Landing

Westernmost of the coves open to public landing, hiking and camping, Parsons is becoming increasingly popular as a weekend and picnic spot. In normal westerly weather, this is a breezy anchorage, roly and affected by currents as the tides turn. There are two buoys in the niche next to the cliffs on the west side and also the most protection. Anchorage is possible inside the kelp; put one hook at the edge of the

able may be the best bet, since the beach is abrupt and the swells tend to pound. Put those items which need to remain dry in plastic bags and step lively. Once you've done this a couple of times, any anxieties will be purged. During the summer, troops of Boy Scouts paddle around from Emerald Bay and the Isthmus; if they can get ashore unscathed, it should be no problem for you.

From out at sea, one of the distinguishing configurations of this part of the island is the gently sinking land. There are no

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CATALINA

(Continued from page 46)

deep canyons but more a down rolling of hillsides to the sweep of beach. The draws are green with scrub oak and toyon, the faces tawny with spent summer grasses. Trails snake upward from several points on the beach to the mountains forming the ridge which extends into the West End. Silver Peak (1804 ft.) is the highest hill, up and south-southwestward from the beach.

You may camp ashore, hike inland or roam the gravelly beach. Fires are allowed with permits only and only in designated areas; outhouse-style heads are available, so are picnic tables and trash cans.

In-Use Report: Bertram 38 III Convertible

As probably all owners will concur, there are few better, all-purpose, seagoing hulls than those built by Bertram. The shape of the 38 III Convertible is equally fast and fair, with enough heft in construction to inspire confidence in all weather.

No Problems (Too), one of the first 38s on the Pacific Coast (delivered to Bill Brown of Newport Beach from the Crow's Nest, Newport Beach) was commissioned for a midweek run to Catalina Island. Although not particularly challenged by the elements on this day, the boat was put through its paces in the manner of most cruising weekends. We idled out through the harbor, did two hours' running at maximum cruise, did the mooring drill and performed launch and retrieve activities with a recalcitrant inflatable dinghy.

As Brown admits, this is a big 38-footer, quite a jump for him from a Bertram 28 and compared to this magazine's own 35, it seems palatial. This is the third redesign of this boat and it now favors the middle-class sportsfisher while retaining cruiser luxury below for owner and family or owner and skipper. The emphasis is on cockpit and salon, but there are two spacious staterooms and two heads.

This boat carried twin turbocharged Cummins diesels with about 45 hours logged. Even with a few electrical bugs outstanding (autopilot, engine synch indicator, radar and bridge trim tab controls, all nonfunctional) there can be no complaints about engine performance and the boat's overall cruiseability. At 2700 rpm, over a very well-behaved San Pedro Channel, the ride was superb. Hydraulic steering is a bit stiff but workable in close quarters. Steering with the engines is the most positive in mooring situations. From the bridge, the skipper can put the boat

Ripper's Cove

Jumping down the coast, past the Isthmus and the quarry, you'll easily find this cove. Despite its violent name, this is a lovely anchorage, also breezy, but large enough to handle up to 10 boats. Bow and stern hooks are recommended: the sand bottom has good holding in about two fathoms of water. There is a shelf across the outer edge of the bight which drops off to 10 fathoms. The best spots to settle are toward the middle of the cove.

In quiet conditions (light westerly breezes, low swell action) the beach is among the most beautiful on the island. It is sandy, flat and not heavily ringed with kelp. Beware of the rocks extending from

the west side as you round from Empire Landing. You'll have to expect company here on most weekends, but you can lose yourself soon on a hike up the Valley of the Ollas. The Canalino Indians used this area as their jar and mortar production spot. It is rich in hard stones for making grinding implements and clay for fashioning bowls and vessels.

This cove is formed by the canyon, but is surrounded by rolly land with the sinking characteristics of that near Parsons. Camping is permitted with proper certification.

Fishing is reportedly good for kelp and rock bass, sculpin and other species. With some energy, lobster may be found in the adjacent rocky indentations; diving in



anywhere he needs. Although the deckhouse station has the radar and the security of being out of the weather, the bridge has the advantage of visibility and comfort. New to the 38 is the seat forward of the helm with padded rails and a windshield. It is a good use of space and the entire crew can sit topside at one time. The positioning of the skipper's seat (on a tall pedestal) is a bit awkward, since it is about a thigh's width away from the passenger seat. However, Brown had the new stainless pipe radar tower (looks like a shiny roll bar) installed, which gives you something extra to grab while climbing around and allows good visibility.

On deck this is a workable boat. Three cockpit hatches allow access to batteries, shafts, bilge and the generator. A large Lexan hatch (with a sliding screen) forward lets you get to the bow easily. Well-placed handrails on the cabin sides and a pulpit out to the end of the sprit make mooring and anchoring simple for the crew.

Living spaces below are large and simply finished. The galley runs the entire length of the starboard side. It has lots of counter space, but no fiddles; everything slides into the sink (double stainless with pressure hot and cold water) or onto the cabin sole. Underneath, you have the option of a freezer-refrigerator combination (both

front opening) or just a refrigerator flanked by lockers. The engine controls and electrical control panel are to port. Even with someone steering here, you may serve lunch on the fully adjustable table (it has two leaves, swivels and may be raised or lowered). It is also quiet enough that traveling at 18 knots, it is possible to sit down to a sandwich and carry on a conversation without shouting.

The master stateroom consists of a monstrosously wide V-berth, preceded by a hanging locker to port and a self-contained head to starboard (which is housed under a seat and next to a sink and vanity with a locker outboard of it). The main head compartment is opposite with another toilet and a large shower. You can get a new perspective on the cove while bathing since the aft port opens into the shower. Pressure water is installed throughout the boat, hooked up to a 100-gal. tank.

Specifications:

LOA 38 ft. 6 in.; Beam 13 ft. 3 in.; Draft 3 ft. 7 in.; Freeboard forward 5 ft. 6 in., aft 3 ft. 4 in.; Height above waterline 12 ft.; Power 330-hp MerCruisers or 270-hp Cummins (VT 555) diesels; Displacement 28,000 lb. Price F.O.B. factory \$90,425 gasoline, \$113,300 diesel; Price as tested \$157,000. Bertram Yacht, 3663 NW 21 St., Miami, FL 33142.

general is good and the water is usually clear.

The island begins widening here, and although not high, provides a bigger lee from prevailing breezes. In northerly or southeasterly conditions, it will be obvious that a move is necessary. On clear days, navigation may be aided by the stream of light planes headed for the Airport In The Sky, the little general aviation strip on the mountaintop southerly and up from Ca-brillo Beach (which is about 1.5 miles down the coast from Ripper's). It is open 8 a.m. to 5 p.m. during the off-season.

Goat Harbor

Many of the best out-of-the way coves aren't noted on the federal charts, but Goat Harbor is. If you haven't visited it, you'll be familiar with its name from having skimmed it in search of other navigationally relevant points.

Just two miles from Ripper's, Goat is a decidedly different cove. The land is more steep, the cove is small and so are the beaches. It is tucked in under a short headland and landslides to the west at Little Gibraltar and Devil's Slide on the east, a distinctive area of slippage and erosion.

Deep into this cove it is reasonably quiet, but Goat faces more northerly than does Ripper's and gets lumpier in the afternoons. The swell can be tolerated with a flopper stopper, but be ready to unrig



Elyse Mintey

Parsons Landing presents rolling grassy hillsides and a rocky sweep of beach to the blustering of West End wind and wave, offering the boatman considerable shoreside adventure.

quickly if you need to move. Holding is good in sand in up to eight fathoms of water. Space available is deceiving and there are two beaches upon which to camp.

Hiking and exploring are great here; you have a variety of inclines to scale and reasonable sites upon which to pitch tents. The entire region, from Ripper's eastward, was Indian country and in this more rug-

ged sector, bits of antiquity may be revealed after a rain. Also, in the active days of Middle Ranch, supplies were landed here and carried over the hill and along the base of Black Jack Mountain (2010 ft.) to Middle Canyon. The highest peak nearby is west of Echo Lake and is flanked by the airport road.

It is said that in 1966, Boy Scouts, dig-

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ging trenches for an encampment, uncovered a cache of opium wrapped in gold leaf! Treasures from this area haven't been that exotic lately, but the vistas of the

island are unparalleled; the clouds touch you on the hilltops in their final attempts to clear the island, and you can see boats coming from all points on the mainland.




Cruiser's Utopia: hidden coves at Catalina you can usually have all to yourself.

The stillness in the canyon forces a sharp look at the little cove and an appreciation for the size of the island.

Willow Cove

Around Long Point, on towards Avalon, there are quite a few nice little indentations in the shore which look comfortable. Willow Cove, just down from Moonstone Beach and Torqua Springs (a favored sportsfishing spot) is one of the best. Enjoying the lee of Long Point, Willow is quiet until midafternoon, but can become bumpy after that. There is room for about four boats on bow and stern hooks. Make sure your anchors are well set, since the bottom is cobbled. It might be good to take one anchor ashore.

The cove is formed by the base of Whitley's Peak (1302 ft. up and to the west) and Swain's Canyon which opens into Toyon Bay. Camping is permitted ashore and hiking here can be quite rewarding. This region is silver country and you may run across an old mine or a new vein in the rough terrain.

Regardless of your confidence in self and ship, these four coves are recommended for fair weather use. Enjoy getting away from it all, but remember where you are and plan accordingly. Contact the Catalina Cove and Camp Agency for camping and hiking reservations; telephone Avalon (213) 510-0303 or write via P.O. Box 1556, Avalon, CA 90704. 

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